SEALIFT

MSC AREA COMMANDERS

JANUARY 1973

Peace Brings Change, Challenge

Signing of the cease fire agreement obviously is a key event which will affect the lives of all Americans. It clearly has had an additional impact upon all of us in Military Sealift Command. We face the immediate challenge of how to withdraw all of the equipment and material remaining in Vietnam within a limited time span, and within the constraints set forth by the agreements, doing it as efficiently and economically as possible.

Once again dependence of military logistics upon ships is being demonstrated. Once again we in Military Sealift Command have both a challenge and opportunity to show that such dependence upon ships is well founded.

Peace also will bring other changes. There will be a certain and substantial fall-off in military cargo, and a resulting large reduction in the number of MSC chartered ships which have been used to carry ammunition. The shift of cargo from break bulk ships to container vessels will continue as evidenced by the fact that 80 per cent of our berth carriage of military cargo on major trade routes already is containerized.

We hope that barge carriers now operating and those to be introduced will continue to do well. Just this month, as part of the MSC-coordinated Barge Transportation Appraisal Program, a unit move of a helicopter company from the United States to Germany is being made. Seabee barges loaded with helicopters and other Seabee barges carrying vehicles will move up the Rhine River from Rotterdam to be unloaded at Mainz.

USNS Taluga, the civilian crewed tanker MSC operates, continues to provide outstanding service for the Seventh Fleet and interest in additional fleet support from MSC appears to be growing. Overall, the types of challenge and opportunity for MSC will change, but there will be no lack of either. Challenge and opportunity will continue to be characteristic of all MSC operations.

John D. Chase

Commander, Military Sealift Command

COVER: Clockwise from top left are the Commanders of MSC's four area commands; Rear Admiral William S. Guest, Pacific, Rear Admiral William Marr Pugh, II, Atlantic, Captain Herman E. Fritzke, Jr., Eastern Atlantic and Mediterranean, and Captain Darrel D. Ruebsamen, Far East.

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MSC, Pacific, not content with resting on laurels of the past, welcomes

The Challenge of Tomorrow

Rear Admiral William S. Guest

Commander,

Military Sealift Command, Pacific

During 1972 approximately five million measurement tons of military cargo were lifted in the MSC, Pacific zone. Roughly 40 per cent of the total lift went to Southeast Asia. This is one million tons less than were carried during 1971 and 10 per cent of the amount of cargo destined for Southeast Asia.

Military Sealift Command, Pacific's volume of business in 1972 generated income of $197.3 million, 11 per cent less than 1971. However our expense of doing business, $186.4 million was down 21 per cent.

Overall MSC Pacific's cargo lift is only about half what is was during the height of the Southeast Asia build-up. But, is still about 1½ million measurement tons a year more than the average prior to the build-up.

One further statistical note: Pacific personnel at the end of 1972 totalled 2,767 military and civilian, a decrease of more than 5 per cent from the 1971 figure.

Among 1972 highlights was progress made under the Equal Employment Opportunity Affirmative Action Program. A full-time EEO coordinator was selected and a Federal Women's Program Committee was established. During the year a woman employee, a former secretary, was selected for the position of equipment specialist (ships) in the engineering department, and position description supplements outlining supervisory responsibility in the EEO program were formulated and distributed

WELCOME HOME: Rear Admiral Guest addresses the crowd attending the homecoming celebration for the USNS Corpus Christi Bay which served as a helo-repair facility off the coast of Vietnam for nearly seven years.

About the author

Distinction first came to Rear Admiral William S. Guest early in World War II when he became the first carrier-based aviator to sink an enemy ship.

Since that time, Admiral Guest has compiled an impressive list of awards and decorations, both for valor in time of war and for peacetime humanitarian efforts. Among his honors is the Navy's highest award, the Navy Cross.

Prior to becoming commander of MSC, Pacific in September of 1970, he served as deputy Defense manager of manned space operations and as commander of the Manned Spacecraft Recovery Force in the Atlantic.

GREETINGS: Secretary of the Navy John W. Warner wishes Commander William McHenry a merry Christmas at an early morning meeting on a pier in Anchorage, Alaska. Secretary Warner met with Cdr. McHenry who heads the MSC Office, Alaska, to thank him for MSC support of the Department of Defense and other governmental agencies in Alaska.

to all supervisory personnel. They have become an official part of their position descriptions.

Our efforts in this area have not been limited to shoreside personnel. Evidence amassed in early 1970 showed that of all original licenses to sail as deck or engine officer obtained by MSC, Pacific personnel in a 2 ½ year period, 15 per cent were awarded to men of minority races. During the past 2½ years, through November, 1972, the percentage has increased to the point where 22 per cent of all original licenses now are being earned by members of minority races. All of these men have been assisted by the continuing MSC, Pacific training program for upgrading which provides tuition at private schools while men were preparing for examinations.

In addition to providing schooling opportunity, the training program also allows recommended personnel to attend service schools necessary to provide basic skills or reinforce others—from welding to radar plotting, to electronics, to film projector operation. Thirty-five different schools are available. About one-third of MSC, Pacific civilian marine personnel attended individual training classes or courses during 1972.

Cost reduction was not neglected during the year. Officially MSC, Pacific has been credited with more than $750,000 in savings for 1972.

One of the humanitarian operations during the year illustrates the close cooperation between MSC units.

In September the medical department aboard the USNS Barrett, a troop ship, advised the ship's captain that it was faced with a medical emergency involving one of the Korean soldiers aboard and recommended his immediate evacuation to a shore-side medical facility. The MSC Office, Sasebo was contacted by radiophone and assistance was requested. Sasebo contacted the MSC Office, Pusan, which radioed the USNS Chauvenet. The Chauvenet master dispatched a helicopter which lifted the patient aboard and took him to a Korean naval hospital for care. Appreciation to all concerned for the

RESCUE: A helicopter, dispatched by the USNS Chauvenet, picks up a patient from the USNS Barrett for transfer to medical facilities ashore.

TIGHTEN-UP: Crewmen of the USNS Taluga rig up manila highlines for a ship-to-ship transfer of an observer.

UNREP: The Erna Elizabeth pulls alongside the USS Ranger, an attack carrier, to provide underway replenishment.

timely and effective transfer was expressed by Lt. Col. Imchung, who commanded the Korean forces aboard the Barrett.

During 1972, MSC, Pacific gained added experience in moving Department of Defense cargo in a strike environment. A few months ago the costly 135-day Pacific coast longshoreman's strike ended in mid-February, union contracts expired. Fortunately, the unions agreed to sail the ships while negotiations continued. Good progress was made until late in October when Masters, Mates and Pilots Union negotiations with Pacific Maritime Assn. broke down and that union struck the West Coast based operators. As in the earlier longshoreman dispute, essential Department of Defense cargo was moved using the MSC government owned ships and chartered ships, and by shipping full military loads in commercial vessels. Agreement was reached by the first week in December and the backlog of military cargo was lifted by the middle of the month.

MSC, Pacific accepted turnover of the USS Taluga (AO–62) from Service Group One, May 4, 1972, for operation by MSC in fleet support functions. This was part of a CNO directed program to evaluate capability of civilian manned fleet support ships.

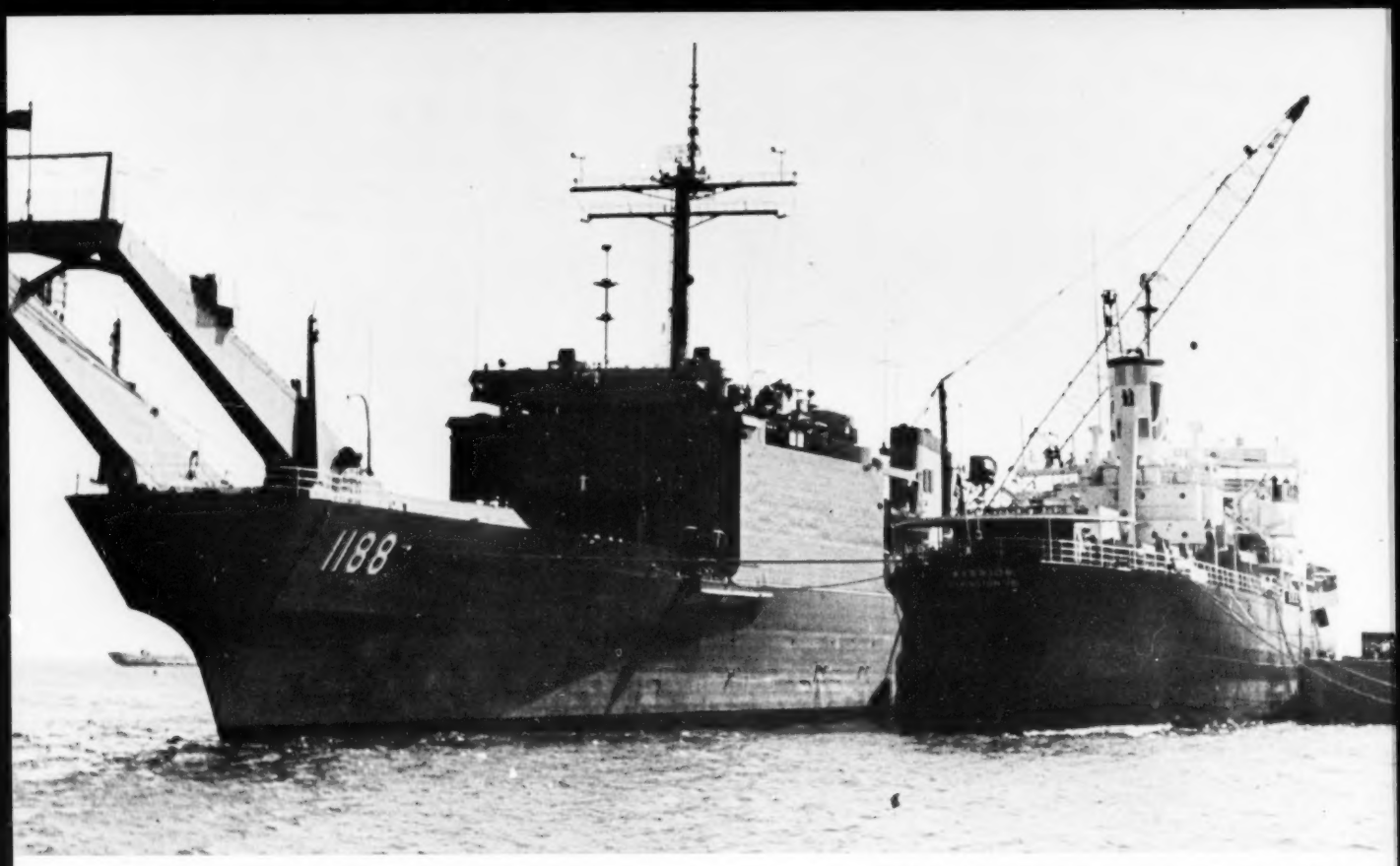
Preparation for acceptance, management and operation of Taluga was started long before the turnover date. Plans and specifications for repairs and modifications had to be developed, key crewmen had to be trained in fueling at sea procedures, and detailed supply procedures had to be established. At the same time a recruiting effort was initiated to locate civil marine employees with previous experience in replenishment at sea operations and a crew phase-up schedule was prepared commencing with the first assignment of ship's personnel to the program in March.

Once accepted from the Pacific Fleet, the Taluga and her crew embarked on a tight and demanding program in preparation for a scheduled November 2 deployment to the Western Pacific. A six-week shipyard period for major repairs and modifications was followed by a period of fitting out and futher modifications by Pacific's Maintenance and Repair Shop. Stores, provisions and equipment were received, sorted and stowed. Crew organization and emergency bills were prepared. A four week at sea training period in underway fueling under the direction and guidance of the Naval Ship Missile System Engineering Station, followed the outfitting period. Additionally, a two week period of shipboard training was conducted by the Fleet Training Group at San Diego.

All her predeployment preparations completed, the USNS Taluga deployed on schedule in November for an extended period of underway replenishment operations with U.S. Navy ships operating in the South China Sea. Taluga handled more than 60 underway replenishments during her first month of operation as a unit of the Seventh Fleet. She is doing an outstanding job in this new and exciting MSC task of direct at-sea support of Navy combat ships.

It seems evident that MSC's mission and responsibilities will continue to expand in the near future. We can undoubtedly look forward to greater involvement in fleet support and new and different methods of using the ships now entering the maritime inventory. MSC, Pacific welcomes the challenges of the future and stands ready to undertake and accomplish all new assignments with the same degree of professionalism and enthusiasm displayed in the past. ⚓

FEEDING: USS Leonard F. Mason receives an intravenous feeding of fuel from the MSC Civil Service manned fleet oiler, the USNS Taluga.



HELPING OUT: LST–1188 was moored alongside the SS Warrior to provide heavy-lift support for the non-self-sustaining container ship.

For MSC, Atlantic, LST fleet modernization, OSDOC II and new concepts of fleet support made 1972

A Year of Innovation

Rear Admiral William M. Pugh, II

Commander,
Military Sealift Command, Atlantic

Innovation highlighted the Military Sealift Command community in 1972. Stimulus and forward momentum were lent to the Nation's maritime industry in a variety of ways—LST fleet modernization by Atlantic, Pacific, and Far East commands, fleet support through the new concept of underway replenishment by USNS Taluga in the Pacific, OSDOC II in the Atlantic area, and BARTAP (Barge Appraisal Transportation Program) conducted in the Eastern Atlantic and Mediterranean area. These unique accomplishments emphasized the expanded role of MSC in fleet support as well as support of Department of Defense organizations. They represented a major evolution in the MSC mission—a trend which will continue if MSC performance continues to be satisfactory.

Military Sealift Command, Atlantic, participated in the second Offshore Discharge of a Containership test (OSDOC II) as both operational commander and evaluator. The magnitude of the preparations, tests, evaluations, and the gravity of problems encountered may be appreciated best with the knowledge that the Army and Navy transportation managers each budgeted more than $1 million dollars to conduct the test. The Military Sealift Command chartered (in October 1972) the SS Warrior as the primary container ship to be discharged, and the SS Seatrain Florida to provide one of the four methods of lifting cargo from the Warrior.

To look after MSC's investment, MSC, Atlantic was given operational control. In addition, MSC, Atlantic's role was that of senior government safety agency, re-

sponsible for investigating, recording, and reporting damages to the ships and ship equipment, or injury to shipboard personnel as a result of the test. Attendant with these responsibilities was evaluation of ships' fire-fighting capabilities and the responsibility for liaison between ship's agents, masters, and government personnel involved in the test.

The background leading to the operation stemmed from the assumption that a commercial break bulk cargo ship could be replaced by a commercial container ship discharging in an open roadstead, and, ultimately, over-the-beach. At present, amphibious landings are handled by lifting cargo from self sustaining container ships over the side into LCMs, LCUs or barges, which are either carried by the discharge ship or supplied by the activity controlling the beach area.

Previously, Navy LSDs and LPDs have minimized the effects of adverse sea conditions by flooding down their dock area and loading boats in docks by overhead cranes which are fed by automatic elevators. However, the commercial shipping industry does not have a need for this type of ship, and this specialized configuration is not available outside the military inventory. The present inventory of the Navy does not include ships of this type in sufficient numbers for contingency operation. Therefore, since the military traditionally relies on the merchant marine for augmentation of its resources, the commercial container ships must be capable of offshore discharge in forward areas where there are no pierside berths or shore cranes.

Primary purpose of OSDOC II was to test the techniques and equipment available to offload a non-self-sustaining container ship in an open sea environment. Both existing and developmental equipment were examined and procedures established and tested for discharging containers and outsize cargo from non-self-sustaining ships.

Containers and palletized cargo were discharged to another ship while both ships were under way. Containers and outsize cargo were discharged across the beach while the container ship was at anchor. Systems applicable to the short range future (1973–1977) were to be defined. Problem areas were examined for the purpose of guiding future related research and development. Implementation of recommendations to improve system effectiveness is expected to begin in early 1973.

Scope of OSDOC II encompassed 19 major test objectives and 34 sub-objectives identified by the Army, Navy, and Marine Corps. For the purposes of this article, only a few of the special problems associated with adapting container ships to off-shore discharge will be reviewed to show the innovative approach necessary to facilitate the transition from a peacetime container ship to a wartime cargo carrier with an amphibious mission.

OSDOC II was conducted during the period November 4–13, 1972 in the open roadstead on the Atlantic Ocean side of Fort Storey, Virginia. Weather and sea conditions were considered good for the operation. In order to evaluate surface systems for discharging containers from offshore container ships, it was necessary to place a mobile crane on the discharge ship. The functions of the crane were to lift hatch covers and containers to a central lift area, and to provide an alternate method of offloading containers to lighters alongside the discharge ship. Evaluation of the emplacement and operation of the crane was a primary test objective.

About the author

Born in Wilmington, Delaware, Rear Admiral William Marr Pugh II, left Duke University to attend the U.S. Naval Academy. He later became a distinguished submariner.

Serving in a variety of commands, Admiral Pugh has received numerous awards and decorations, including the Silver Star.

Admiral Pugh holds a Master's degree in Petroleum Engineering from the University of California and came to MSC's Atlantic command after serving as Assistant Chief of Staff, Plans and Programs, Defense Intelligence Agency. In addition to commanding MSC, Atlantic since August of 1970, the admiral has been Commandant of the Third Naval District since July of 1972.

VERTREP: Helicopters appear to be one of the most feasible means of unloading container ships. The biggest problem is that the lift capacity of operating helos is generally less than the weight of fully loaded containers.

A secondary objective was to evaluate military capability to unload a non-self-sustaining container ship with a crane mounted on an auxiliary hull—an LST located alongside the ship. A tertiary, and unusual, objective was to evaluate the feasibility of underway replenishment between a commercial non-self-sustaining container ship and a naval supply ship while both were under way, using UH–46, CH–47, and CH–54 helicopters.

Stowage of the crane on the working deck of the container ship displaced space for ten 8x35 foot containers. Six hours were required to place the crane on the container ship and one hour was required to lift and secure the crane on the SS Warrior, using another floating 100-ton crane. Special hatch cover reinforcement was required to support the container ship crane.

Maximum lift performed by the crane was 20 tons at a radius of 40 feet. One conclusion arrived at is that it is necessary to emplace a crane that will reach all hatch covers without repositioning to make a non–self-sustaining container ship self-sustaining.

No unusual or insurmountable problems surfaced in conducting the LST onboard-crane phase. On the other hand, however, the barge evaluation phase highlighted one significant problem. In other than calm seas (less than 3-foot swells), the pitch and roll of the barge and shipside discharge facility increased loading time as well as the potential for damage to barge, ship and containers.

Finally, helolift of containers proved to be the most feasible method. The special problem associated with vertical replenishment technique is that container weights must be geared to the lift capability of helos. That, obviously, limits ship productivity.

OSDOC II was completed November 13. It appears that the money it cost was well spent. Technological innovations emerging from the test can be developed to insure that existing ships—container ships—can fulfill many wartime contingency needs, even when ports and port facilities are not available.

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With the completion of the trans-Korean pipeline and hope for a lasting peace in Vietnam, MSC, Far East sees that

Change Is The Name of The Game

Captain Darrel D. Ruebsamen
Commander,
Military Sealift Command, Far East

During the mid and late sixties, MSC, Far East faced tremendous challenges which stemmed from the build-up of U.S. military forces in Southeast Asia. In the early 1970s, MSC, Far East first was charged with sustaining our fighting forces, then with supporting the withdrawal of many of our troops. In the past year, change has been the name of the game—and with it came both new challenges and new successes.

Size of the command has decreased, both in terms of ships and people. Our responsibilities also have changed, as has our organizational structure. Any valid analysis of the current international situation would have to assume that further changes in mission, in strength and organization are likely to continue during the coming year, including a probable reduction of both ship assets and personnel strength.

Our nucleus fleet has undergone a slow but almost

SUPPLIES: A break bulk cargo ship delivers munitions at Cat Lai, Vietnam.

About the author

A native of Nebraska, Capt. Darrel D. Ruebsamen has held a great variety of positions during his Naval career, including returning to his home state to serve as an instructor at the University of Nebraska.

Captain Ruebsamen holds a Master's degree in Management from the Navy Post Graduate School in Monterey, California, and is recipient of several awards and decorations, including the Navy Commendation medal.

Captain Ruebsamen was the commanding officer of the USS Neches before becoming commander of Military Sealift Command, Far East in December of 1971.

continuous change over the past few years to satisfy changing intra-area sealift requirements. The three most dynamic forces behind these changing requirements have been combat support requirements in Vietnam, shipper service funding limitations and improved port and inland distribution systems. Now, of course, MSC, Far East is busily involved in withdrawal of U.S. equipment and materials.

Prior to the buildup in Southeast Asia, MSC, Far East was moving all intra-area dry cargo by break bulk ships. In this environment, the MSC government-owned ships were productive. Containerization was in its infancy and no container transportation systems were available to the intra-Far East shipper.

However, in the post-Vietnam period, military shipper services in the Far East will demand increased container service in order to reduce terminal operating costs, to limit loss by pilferage, and to meet continuing requirement for support of U.S. Forces remaining in the Pacific area.

Shipper service logistics support activities have increasingly been favoring use of the container mode. Their reasons are best exemplified by the fact that commercial container systems provide not only sea movement but drayage delivery service at both ends of the ocean haul. Drayage delivery service becomes even more attractive in the current atmosphere of military force reductions as it shifts the responsibility for providing both ocean terminal and drayage delivery service to the carrier.

As port through-put decreases and more cargo is moved in containers—a point is reached where it is no longer economical for the smaller military terminals to retain their expensive break bulk cargo handling capability on a seven-day-a-week, 20-hour-a-day basis. At the same time, reduction in break bulk terminal service results in ship delays and higher sea transportation costs for the shipper service.

Maintenance of a small, military, water terminal facility with an adequate, in-house break bulk through-put capacity is a luxury that can not be afforded under the current budget situation. In some instances, the commercial container mode may be the most economical answer to the small, water terminal's high through-put cost.

In other cases, reliance on commercial water terminal facilities or contractor-operated facilities may be the best solution. Each of these alternatives has one minor drawback—susceptibility to being closed down by a strike or local political strife. This risk can be made acceptable in most instances by planning for emergency operation of the terminal with local military personnel augmented by professionals from other terminals in the area, or by terminal service company-cargo handling battalion personnel. Containerization and military budget reductions will force further changes in military ocean terminal structure during the seventies.

VIETNAM: A Sealand container ship is unloaded at DaNang's deepwater container pier.

UP, UP AND AWAY: An Army helicopter in Vietnam lifts a container for direct delivery to an inland base.

In the Far East area, there will continue to be a requirement for a small, break-bulk, dry cargo lift capacity to meet possible contingency requirements in the future. The self-sustaining break bulk ship still can sail into undeveloped harbors or ports and discharge its cargo into almost any type of floating craft for delivery ashore.

Break bulk landing craft have the capability of discharging their cargo over-the-beach through bow doors. Yet, the requirement for MSC, Far East shallow draft, break bulk ships will continue to be reduced as technological advancements improve container ship discharge by helicopter and as barge carriers such as LASH and Seabee, which can deliver cargo into shallow draft and underdeveloped ports, become more readily available. However, systems, with their inherent lack of self-sufficiency in movement and discharge, will not completely replace the MSC break bulk, dry cargo ship in the foreseeable future.

The MSC, Far East LST fleet has dropped from a high of 42 World War II 542 Class LSTs in 1968 to a January 1, 1972 level of 23 World War II 542 Class LSTs and six 1156 Class LSTs in full operating service, plus eleven 542 Class LSTs in ready reserve status at Sasebo. The six 1156 Class LSTs were assigned to MSC, Far East in 1972 following outfitting and modification in the United States.

This newer type of LST has a higher speed and a greater cargo capacity than the 542 Class. The 1156 Class LST is manned by U.S. mariners, whereas the 542 Class LST historically has been manned by Japanese and Korean mariners. At the present time, MSC is studying means of using the 1156 Class LSTs for delivery of containers in shuttle service. Also being studied is conversion of the USNS Eltanin, a cargo ship, for delivery of containers. If needed, this ship could be equipped for helicopter operations to provide ship-to-shore delivery of containers.

During 1971, the USNS AG–335 and USNS AKL–31, both of which had been assigned to the Ryukyuan Islands shuttle service, were transferred to the Department of Interior for use in the Trust Territories. This transfer was made possible when it was determined that available commercial service supplemented by occasional military airlift and organizational small craft sealift would provide the service required at a lesser cost.

In 1971, the USNS Fentress was transferred to MSC, Pacific for conversion to a partial container ship for use in Alaskan and mid-Pacific Island service.

With the completion of the trans-Korean pipeline from Pohang to Seoul during 1972, and the recent relocation of some U.S. military units in Korea, requirements for shallow draft tankers have been reduced. Ports like Inchon, Gazan and Chin Hae will no longer be normal ports of call for MSC, Far East T–1 tankers. Our tanker inventory was reduced from five to three T–1s during 1972 when USNS Nodaway was transferred

to MSC, Pacific to replace USNS Eltanin and USNS Chattahoochee was transferred to the Maritime Administration reserve fleet at Suisun Bay, California.

An avergage of about 100 MSC-controlled ships have been in the Far East area at all times during the past two years. A total of 20.6 million measurement tons of cargo was moved by the Military Sealift Command during FY 1972. Of this total, 8.7 million measurement tons or 42 per cent was loaded in the Far East area for a total revenue of approximately $167 million. And 12.2 million measurement tons or 51 per cent of the MSC total cargo lift was unloaded in the Far East area. Thus, MSC, Far East handled about 46 per cent of the total dry cargo moved by the Military Sealift Command during fiscal 1972.

But of a total of 19.7 million long tons of POL carried by Military Sealift Command during fiscal 1972, 3.1 million long tons or 16 per cent of the total was loaded in the Far East and 9.6 million long tons or 32 per cent of the total was discharged in the Far East.

MSC, Far East has furnished all waterborne assets required in the Delta transportation program—a road building project in the Delta region of South Vietnam. During 1972, billings for chartered tugs and barges to support this program averaged about $1 million each month. Far East also administered an MSC contract with Alaska Barge and Transport, Inc., providing water terminal and inter-port cargo movement services in Vietnam. Billings under this latter contract averaged more than $1 million each month during FY 1972. How-

PULLING IN: The USNS Wahkiakum County is nudged toward the pier at North Pier, Yokohama. The ship, which arrived in Japan from the States in October of last year, was the first of six LSTs of the 1156 class to join the Far East fleet.

Brotherhood Of Seagoing Men

Men who follow the sea have a common bond regardless of race or nationality, and Vietnamese fishermen Nguyen Van Kieu realizes this more than most.

On January 3 of this year, the Military Sealift Command cargo ship USNS Gammon was steaming from Vung Tau, Vietnam, to Chinae, Korea, through heavy weather. At 5:15 p.m., approximately 120 miles due east of Vung Tau, Gammon watch officer Lloyd Wetmore sighted a man in the water clinging to an oar and a plastic container. He was about 100 feet off the port side of the ship.

Fifteen minutes later, after considerable ship maneuvering in the 15-foot swells, Engine Utility Man Peter H. Wiethoff went into the water and assisted the man aboard.

The 47-year old fisherman was unconscious for an hour in the ship's hospital. Though there was a language barrier, he made it understood when he woke that he was one of five men aboard a fishing boat that sunk at 9 a.m. that day.

The Gammon master notified the Military Sealift Command Unit at Vung Tau, Military Sealift Command Far East headquarters in Yokohama, Japan, and Naval Forces Philippines of the sinking and rescue, then began a search of the area. No other survivors or any debris were found.

Next day the Gammon was diverted to Cam Ranh Bay, Vietnam, to disembark the lone survivor of the tradgedy. Through interpreters, the men of the Gammon found out just how great the tragedy was. Nguyen Van Kieu saw the other four men clinging to the boat as it went down. Two were his sons.

"He was a very lucky man," said Gammon Master Joseph C. Semon in a telephone interview. "If my watch officer hadn't been on the ball, I don't think he would have survived. My crew performed exceptionally well," he added. "They executed the rescue in a most seaman-like manner and then donated clothes and took up a collection for the man that amounted to $250."

ever, with the ceasefire it is expected that these contracts will be terminated—or taken over by civilian authorities.

During the summer of 1971, MSC, Far East provided sealift to relocate about 13,100 long tons of toxic chemical munitions from Okinawa to Johnston Island. This movement was code-named Red Hat and was one of the most sensitive operations this command has participated in during the past two years.

During the latter part of 1971 and early 1972, accelerated troop withdrawals from Vietnam resulted in a retrograde cargo movement that for the first time in several years required ships to sail ballast from the Continental United States to load retrograde cargo in Vietnam. During March 1972, Far East moved 735,000 measurement tons of cargo out of Vietnam. In addition, 255,100 measurement tons of cargo were moved in the Vietnam area. However, the North Vietnamese 1972 spring offensive again reversed the cargo flow, at least temporarily. Munitions accounted for much of the increased inbound movement.

Today, there is hope for lasting peace in Southeast Asia. For MSC, Far East this era will continue to require major emphasis on economy, ecology and equal opportunity, and maintenance of capability to meet the changing military needs which still exist.

For all of us in military transportation and the military services we support, there must be a renewed emphasis toward increasing efficiency in ocean movement of cargo. We must provide for a fully coordinated flow of timely information in order to improve the quality of decision making by management. We must strive to provide a transportation system wherein decisions can be based on total cost factors rather than allowing small budget economies at local levels to result, ultimately, in significantly greater transportation costs for the shipper services. I see this as our biggest challenge of the decade. ⚓

USNS Kellar

The Eastern Atlantic and Mediterranean area of MSC may be the smallest in geographical area, but it has

A Lot of People to Serve

Captain Herman E. Fritzke, Jr.

Commander,
Military Sealift Command, Eastern Atlantic and Mediterranean

Eastern Atlantic and Mediterranean is the MSC's smallest area command in geographic area but has the largest number of people to be served. The command's area of responsibility coincides roughly with that of NATO, extending throughout the Middle East, western Europe, the Mediterranean littoral and the nations of the Red Sea and Arabian Gulf. More than a half million Defense Department personnel are based in the area, including military and civilian employees plus their families. Eastern Atlantic and Mediterranean supports them all.

Both day-to-day requirements and overall mission of the Military Sealift Command are undergoing great change as the decade of the 70s evolves. Certainly, concentration of sealift effort has been in Southeast Asia. Even during the protracted withdrawal of combat forces, there has been a continued need to move huge quantities of material with the emphasis on quality logistics to gain the most from each transportation dollar.

Throughout the period 1965–1970, the volume of troop support cargo to Europe, the Mediterranean and the Middle East declined. In 1971 and 1972 the trend leveled, then began a shift upwards. It is expected to continue

to rise. In fiscal year 1972 over 4.8 million measurement tons of dry cargo were moved to. from and within the Eastern Atlantic and Mediterranean area.

Changes in direction of cargo flow have been coupled with changes in how the cargo moved. Certainly most Department of Defense cargo continues to be moved by ship. However. traditional break bulk service gave way initially to the fast container ship. and, more recently, to the barge carrying ship. Container ships now move over 80 per cent of Department of Defense cargo destined for northern Europe and the United Kingdom. Remaining cargo consists primarly of outsized military equipment and vehicles, ammunition and bulk coal.

With the inception of the Containerized Ammunition Distribution System (CADS) in Europe, a greater percentage of Department of Defense cargo will be containerized. Cargo for the United States forces in Spain and Italy is presently about 50 per cent containerized. Other forces in the Mediterranean currently receive most of their cargo by break bulk or barge ships.

Petroleum movements into and within the Eastern Atlantic and Mediterranean area totaled almost 2 million long tons in fiscal year 1972. Much of this movement was composed of intra-area lifts supporting the United States Navy in their project of altering fuel storage tanks to handle the cleaner burning fuel the combat fleet is now using.

A greater number of hydrographic, oceanographic, and sound survey ships now operate in the Eastern Atlantic and Mediterranean area—and requirements for their support are, of course, greater. Use of Military Sealift Command resources for providing services for underway replenishment of Navy fleet ships and manning environmental research and other special purpose ships represent some of the initiatives set forth by the Chief of Naval Operations, as are expanded coordination and cooperation between the Navy, its Military Sealift Command, and the Maritime Administration and merchant marine. New systems developments in ocean shipping are employed by the military services in several ways. The wide and growing military use of the container, or sea van, has been the most obvious adoption of an operational distribution concept, and military use of container-ship systems is enlarging. However, containers cannot carry everything, everywhere, under all circumstances. Outsized or bulk material, labor restrictions, limited port facilities and undeveloped system distribution network sometimes are constraints. There are operational considerations as well. In Europe, Eastern Atlantic and Mediterranean is directly involved in examining and testing various situations in which barge carriers might be preferable, or at least an optional approach, to meet sea support requirements of United States forces.

First is the adaptability of barges in operational environments envisioned by originators of barge-carrier concept—up and down rivers and serving less developed ports. Under the general direction of Military Sealift Command, with the U.S. European Command as field manager in Europe, capability of the barge carriers to meet military needs is being studied worldwide. The U.S. Army Transportation Command, Europe is developing means to evaluate adaptation of the barge carrier in conjunction with normal commercial service to northern Europe and in the Mediterranean.

A follow-on test will include over the beach handling and discharge of barge carried military cargo. Also being evaluated is capability of barge carrier to provide underway replenishment for the United States Sixth Fleet, which historically has been self sustaining. Under this concept the mother ship will discharge barges at whatever port or location is convenient for fleet replenishment ships to affect a transfer. In this test, specially packed cargo is selectively stowed in container and barges to facilitate removal from the mother ship by helicopter.

About the author

Beginning his career on the seas as a merchant marine deck officer, Capt. Herman E. Fritzke sailed from both coasts of the United States before entering the Navy.

He holds a Master of Science degree in Management from the U.S. Naval School of Transportation Management in Oakland, California.

Prior to taking command of MSC's Eastern Atlantic and Mediterranean area in September of 1972, Captain Fritzke was director of cargo and passenger operations at Military Sealift Command headquarters in Washington, D.C., and later headed the Mediterranean subarea headquartered in Naples.

Continuous liaison with the customers of MSC—the military services—is maintained on a daily basis by the staff of Eastern Atlantic and Mediterranean, the Mediterranean subarea command and the MSC offices in London and Rotterdam. In northern Europe, the customers are relatively close, and the planning is supported by quarterly meetings of logistics and transportation officers of the major users in Europe. These meetings are sponsored by the European Command. In the Mediterranean area, users of MSC service are widely dispersed and problems of providing service are as varied as the countries.

The MSC Mediterranean subarea command is headquarterd in Naples and serves as the focal point of management of sealift operations in the southern flank of NATO. There, the requirements of the many transportation claimants are integrated, mainly through cross service representatives for logistic support ashore and with the commander and staff of Fleet Air Mediterranean for Navy petroleum matters. Sixth Fleet logistic support is coordinated with the staff of the Service Force, Sixth Fleet, including underway refuelings and barge resupply, a fleet logistic role calling for increasing MSC support.

Continuity of relationships is maintained in the Mediterranean through the annual MSC Mediterranean conference where all users and suppliers of ocean transportation meet to discuss mutual problems and to correct misunderstandings.

Coordination with customers and the maritime carriers is not limited, however, to a once a year get-together. The dynamic and vital nature of sealift technology and organizational relationships preclude a casual approach. Just one feature of the sea transportation business exemplifies the need for continuing cooperation and coordinated effort—the dock strike, actual or threatened. A strike's impact is far reaching. Each requires diversion of ships and other transportation assets to move cargo out of the ports and on to the destination. The customer's operations require delivery of material supplies and equipment. Ports, however, are not military enclaves devoted to a sole user. Commercial carriers and port terminal and transportation commands must work very closely during these times, as was demonstrated in the recent strike in Great Britain.

Success in keeping cargo moving—in normal times and during a strike—is of course the best indicator of good planning and technical know-how. But success is not an automatic product of technical skills and modern distribution systems. It also requires that all involved in the movement of military cargo, commercial, governmental and military, understand one another—and one another's problems—long before a crisis arrives, whether it be a strike, a surge of cargo, or problems Mother Nature develops, such as bad weather.

In Europe, we have that kind of relationship with the military shippers and the users of our services. We have effective, efficient relationships with the commercial institutions and the governmental organizations with whom we work. That's what makes it possible for Eastern Atlantic and Mediterranean area command to insure timely movement of Defense cargo and to provide effective service to our widely dispersed military customers.

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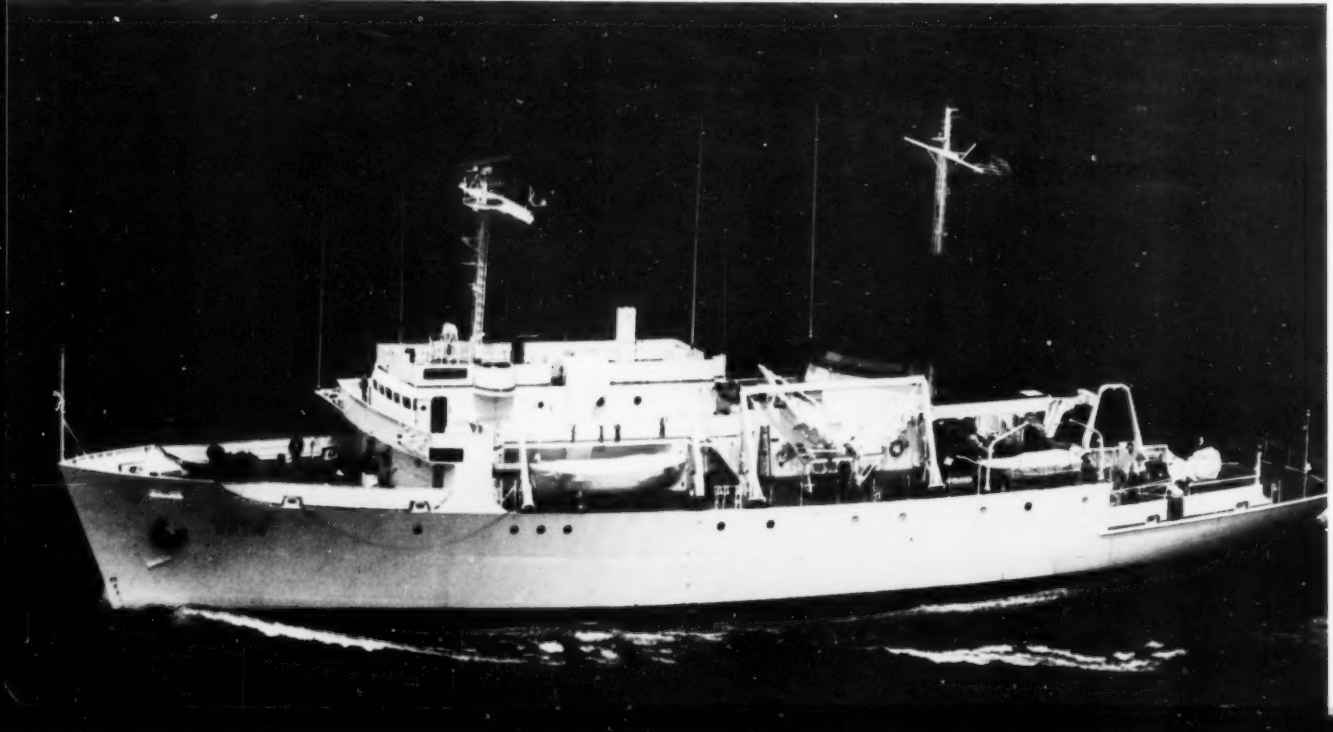
USNS S. P. Lee



A passenger-cargo ship known as the Del Orleans sailed through two lives and finally was reconfigured as a training ship for California Maritime Academy.

Three Lives of The Golden Bear

by
Bill Hayler and Rory Miller

AFTERNOON INSTRUCTION: Midshipmen are briefed on historic, economic, and political aspects of the Panama Canal.

Cats have nine lives; men only one. And, as a rule, ships are more like men. Based in Vallejo, California, and now the training ship for the California Maritime Academy, is a ship that is enjoying her third life and second generation of sailors. She is two years into her new role, and becoming a familiar sight to mariners in the Pacific. She is the Golden Bear, known in World War II as the USS Crescent City (APA–21), and originally christened the Del Orleans.

The Del Orleans was built at Sparrows Point, Maryland, in February, 1940. She was a passenger-cargo ship, flying the house flag of the Delta Lines while she served on the Central and South American run. She was, and is, a comfortable ship with a length of 491 feet, a 65 foot beam, and 8,500 tons displacement. She has an easy roll, and with California Maritime Academy midshipmen at the throttle and tending the boilers she has made up to 18 knots between navigational fixes. Although classified as a C–3, she is not standard since her design pre-dated the final Maritime Administration blueprints.

In mid-1941, as the country edged towards World War II, the Del Orleans was acquired by the Navy. Briefly used as a conventional transport, she later was converted to an amphibious troop transport, fitted with a full outfit of landing craft, and rechristened the Crescent City (APA–21). Her World War II service was impressive.

Shortly after the Japanese attack on December 7, 1941, the Crescent City sailed from San Diego with Navy and Marine personnel for Pearl Harbor. On her return trip she brought wives and children of service personnel back to the States. In July, 1942, she left San Diego again, this time with Marines bound for assault landings at Guadalcanal. From then on she supported most of the landings in the Pacific. By August, 1945, the Crescent City had been awarded a Navy Unit Commendation and had earned 10 battle stars for her Pacific-Asiatic campaign ribbon. She emerged from the war without damage. After the war she moved to the Atlantic, but returned in late 1948 to San Francisco where she was taken out of commission and transferred to the Maritime Administration.

By the middle 1960s, it became evident at the California Maritime Academy that the original Golden Bear, formerly the Mellena (AKA–32) would not go on forever. Her material situation was rapidly approaching that of Longfellow's "One Horse Shay" at the instant that it began to crumble into dust. Her boilers were beyond repair and both economisers had been bypassed. Tank tops and piping were in an advanced state of deterioration. This wasn't surprising. After all, any ship which has trained midshipmen for 25 years is going to show her age.

And so, the Maritime Academy began to cast around for a new training ship. Funds were not available for new construction, and any ship found had to be in excess of both Navy and other Maritime Administration needs. There was then, as now, a discernable lack of enthusiasm from some quarters in the Maritime Administration for making another training ship available to a State Academy. Ship maintenance is expensive. The Maritime Administration, by no means a front runner in the battle of the budget, had its own monetary problems.

About the time the Academy began making a serious search for a replacement training ship, the Crescent City had been stricken from the Navy list and was up

NUMBER 1: The Del Orleans in 1941.

NUMBER 2: USS Crescent City in San Francisco Bay in 1941.

NUMBER 3: Golden Bear on arrival in Seattle, August 1971, on her first cruise for the California Maritime Academy.

for disposal. Her days in the Reserve Fleet at Suisin Bay were numbered. The more ships the Academy inspection team went over, the more the Crescent City stood out from the rest. Beneath the grime was a sound ship.

She was one of several ships of the same class taken over by the Navy in 1941, and the only one that had been mothballed after World War II. She had spent so much of her time in the combat area that there was little time to do more than make the minimal alterations which would fit her for naval service. As a consequence she was behind her sisters in combat characteristics, but ahead in merchant marine configuration. So for the same reason that she originally was laid up by the Navy she was attractive to the California Maritime Academy. In addition, she was well built and had been mothballed carefully. Her size and configuration were ideal for a training ship. There was ample space for classrooms, for study areas and navigation spaces.

The vast majority of the frustrations that have arisen out of the project of converting a 1945 troop transport into a 1972 maritime training ship all center about one item—or lack of it. Money! For example, after the hull was sandblasted to permit hull inspection prior to acceptance, the Maritime Administration had no funds for bottom paint. Consequently, the ship was put back in the water with bare metal in contact with the salt water. She remained that way for several months until drydocked again for overhaul prior to her first cruise. In all, only $288,000 was allotted for her conversion and initial outfitting. Breaking a similiar ship out of mothballs for Navy use is not an exact parallel, but the price tag would be four times as much. The conversion task is by no means finished. The Academy estimates that it will take another four years. Externally, the ship presents a fine appearance. Her essential equipment is operational, and she has the highest American Bureau of Shipping rating and can pass her Coast Guard inspections. But her internal appearance and housekeeping items are spartan.

Can the new Golden Bear expect to live a sedate life befitting her age in her latest reincarnation? Hardly! Unlike a Naval Academy midshipmen's cruise where the midshipmen are in effect embarked as extra crewmen for training, a State Maritime Academy cruise would never get away from the dock without the midshipmen crew.

California hires only 10 non-faculty crewmen. The rest of the muscle and skills necessary to run the ship must come from the midshipmen, assisted and instructed by the licensed faculty. Coast Guard regulations require a licensed officer both on the bridge and in the engine room, but the rest of the watch is made up by midshipmen. They run the entire ship. They navigate, stand bridge and engineering watches, and perform routine maintenance. The faculty officer will step in only *in extremis*.

NAVIGATION: California Maritime Academy graduates are navigators par exellance. All first and second class midshipmen spend a third of their sea-time on navigation study.

The strength of the schoolship system is that, upon graduation, the new third mate or third assistant engineer is qualified to do any job which he may be called upon to perform. The state Academies feel, with considerable justice, that their graduate emerges with a great deal of practical operational knowledge. The antics of a learning midshipman are not always easy for an old lady, but the Golden Bear is made of sturdy stuff and will be seen on the high seas for years to come.

The Golden Bear's third cruise for the Academy will be in 1973. It will take her to Tahiti, Auckland, and Sydney. None of these ports will be new to her. But at her age, life holds few surprises. She has embarked on a new life that holds every promise of being as important to the future of her country as her distinguished past.

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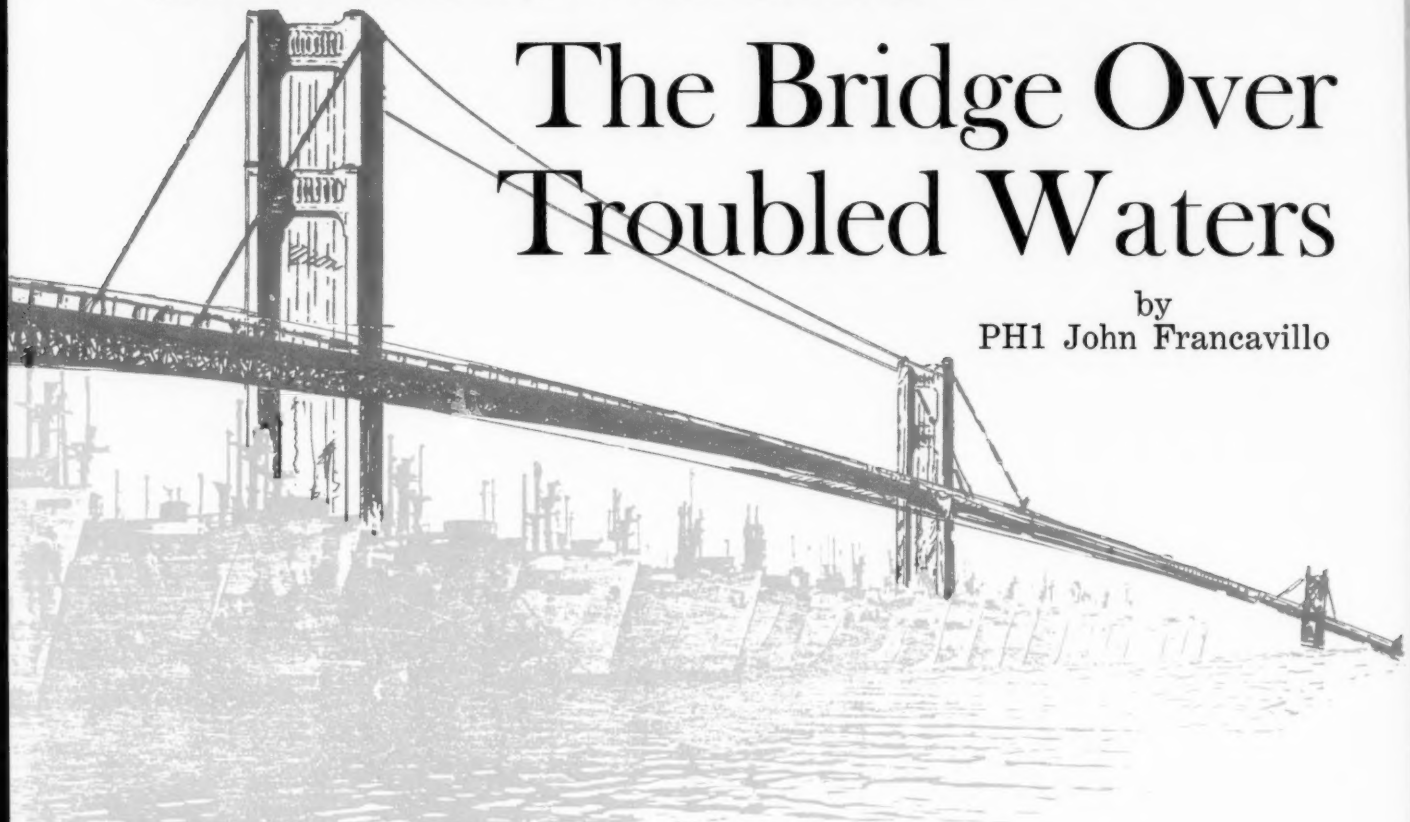
James River Reserve Fleet serves as

The Bridge Over Troubled Waters

by
PH1 John Francavillo



During military emergencies, ships may be withdrawn from the reserve fleet at the request of the Department of Defense and assigned to the Military Sealift Command. Ships are operated by MSC seamen or by commercial crews provided under contract with a civilian operator. Under general agency agreements, ships are operated by private shipping companies to carry government cargo. During the Vietnam conflict, 170 ships from the reserve fleet were operated by civilians under MSC control.

The decks of all 170 ships are now silent. Some will be preserved by special "mothballing" techniques for future use. Those with limited potential for future use will be sold for scrap. But for the past 30 years many of these grand old ladies, the bulk of the reserve fleet, sailed a course in troubled seas.

In their book, "The Liberty Ships," L.A. Sawyer and W.H. Mitchell wrote that these World War II vessels were an "emergency product primarily for war use." They were mass produced and considered expendable.

When the war ended many were sold for scrap or to private operators. Hundreds of others awaited their destiny in various anchorages on America's coastlines.

Then came Korea. Over 500 ships were withdrawn from the reserve fleet to carry military supplies to the fighting front. When the Suez Canal was closed in 1956, more than 100 ships were reactivated to help meet the crisis and to help hold freight rates down.

Today, the inventory of reserve ships has dwindled from 4,100 in 1945 to about 550. Nine original anchorages have been reduced to three: James River, Va., Beaumont, Tex., and Suisun Bay, Calif.

In 1967 Secretary of Defense Robert McNamara warned that these reconditioned World War II ships "may not be available in another 10 years." He stated that the fleet then would be 35-years-old "and too costly to convert."

A year later, Edwin Hood, president of the Shipbuilders Council of America, said he deplored American dependence on the existing reserve. More than 1,100 units, he said, "are uneconomic, inefficient and obsolete vessels."

When U.S. ground troops were dug in for their first year in Vietnam, a report called, "The American Merchant Marine: Hero in War, Stepchild in Peace," noted that ships were carrying 96 per cent of all supplies to U.S. forces. The American Steamship Lines paper continued to say that the once proud merchant fleet now "consists of rust buckets," yet its role in the country's defense is vital.

The Vietnam War years showed the aging U.S. Merchant Marine fleet's true colors. It has dwindled to 12th

place in world merchant ship construction and number six in fleet size.

In some cases foreign ships had to be used to supplement American vessels during the Vietnam buildup. In 1965, Joseph Curran, then president of the National Maritime Union, reported that 9,000 tons of military cargo had been delayed for Vietnam because foreign flag ships refused to sail there.

Lloyd Sheldon, president of the International Organization of Masters, Mates and Pilots, suggested that an answer to military sealift emergencies might be found in the maintance of a reserve fleet of "selected merchant ships, maintained in a state of comparative readiness and manned by a skeleton crew . . . to insure . . . the lowest costs."

The following year, a newsletter published by the Andrew Furuseth Maritime Foundation, said that reactivating more reserve fleet ships was only a "stopgap" measure. "What is really needed," stressed the research group, "is a new and enlarged shipbuilding program."

In 1967, the New York Times reported that President Lyndon Johnson had developed a new five year maritime program. It called for the enlargement and overhaul of 100 reserve fleet ships, the reconditioning of about 150 Victory ships operated in Vietnam and the construction of 15 new ships a year.

In 1970 President Richard Nixon signed the new Merchant Marine Act. His 10-year shipbuilding program called for the construction of 30 ships a year for 10 years.

The recent wheat exchange program between the U.S. and Russia has focused light on current problems. "There's more wheat available than the U.S. ships can handle," said Kenneth Fritsche, superintendent of the 250 reserve ship fleet at James River, Va.

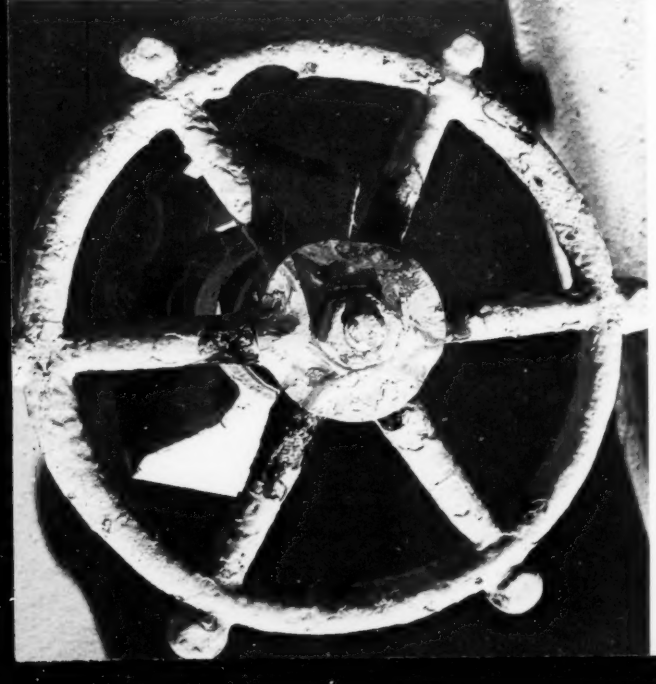
But the situation is improving. Congress recently authorized $30 million to buy Challenger class ships now operating—for layup in the reserve fleet. These would provide a nucleus for expansion in a future emergency.

In addition, construction subsidies or contracts have been approved for 69 new ships. Another 13 existing ships are being converted for use as container ships. However, many of the new ships, such as container ships, barge carriers and roll-on, roll-off vessels are highly specialized sea carriers. Highly productive, and integral parts of supplier-to-user intermodal systems they aren't likely candidates for the reserve fleets. High capital investment required to build them demands that they be used fully in day-to-day operations.

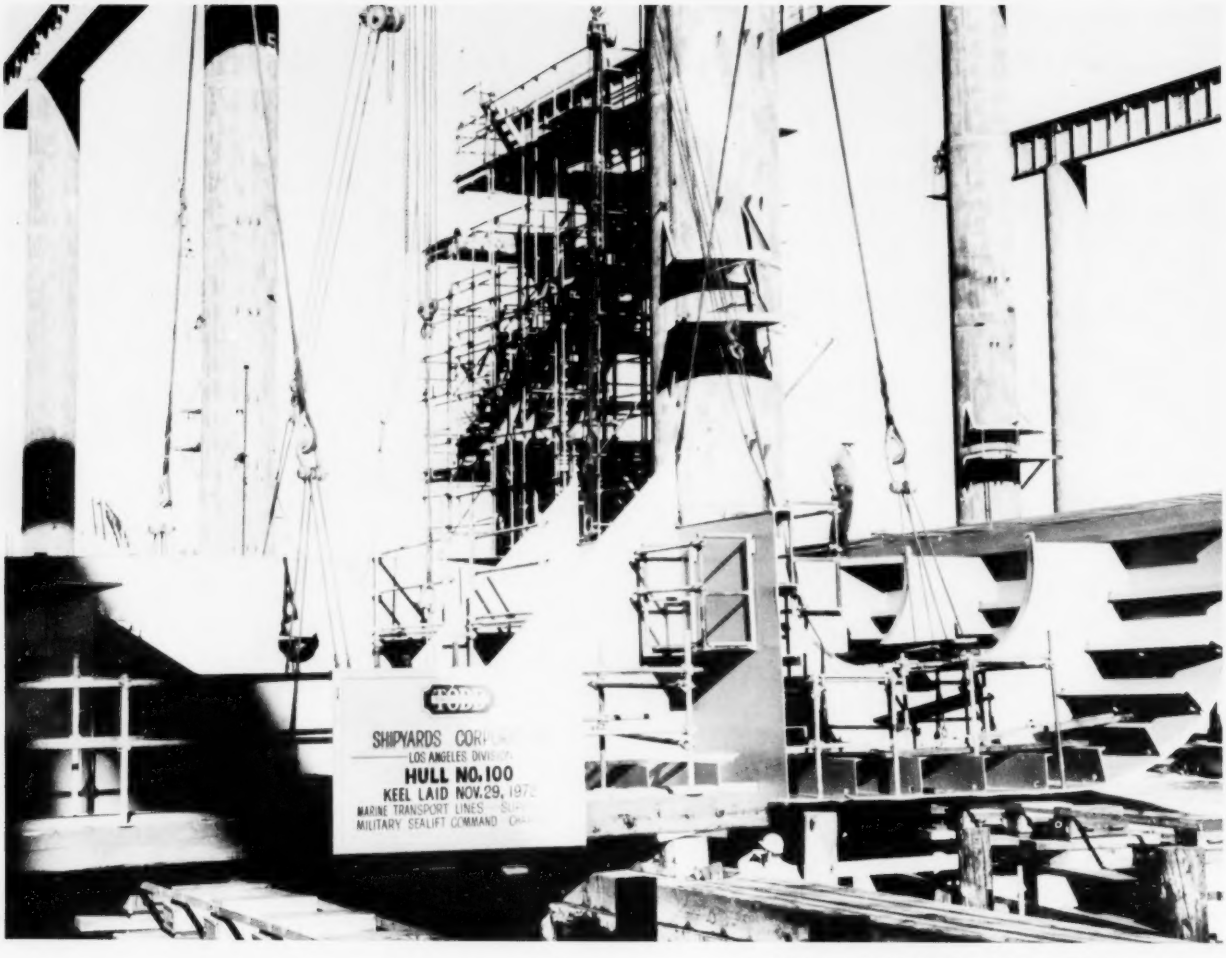
There is not much likelihood that U.S. reserve fleets will be substantially strengthened in the near future—even if the Challengers now operating wind up there. Only other program which would put ships in the reserve fleet is included in the Fiscal 1974 budget—in an item which calls for purchase of the United States for the reserve fleet. It would thus be available for use as a troop ship in an emergency.

All of which leads one to conclude that the reserve fleet will not be a viable asset for many more years. More than 75 per cent of the ships in it already are earmarked for mothballs. With its passing, another chapter in U.S. maritime history will be ended. ⚓

CRUSTED: This valve easily shows a veteran ship's age.



CHINESE STYLE: Cross-chained for sturdiness and for protection against the elements, these deactivated Victory ships have been painted with a preservative. Each ship requires about 600 gallons of exterior paint.



ONLY THE BEGINNING: The first keel of nine 25,000 ton tankers being built for MSC was laid at Todd Shipyard in Los Angeles on November 29, 1972.

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